



Amtrak Fact Sheet, Fiscal Year 2015 State of Michigan

Amtrak-Michigan partnership

- State grants support the *Wolverine*, *Pere Marquette*, and *Blue Water* services
- Amtrak owns high-speed track in southwestern Michigan used by the *Blue Water* and *Wolverine* services
- Michigan has purchased the Kalamazoo-Dearborn line and work has begun on major upgrades
- Nearly 128,000 Michigan residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak serves Michigan with three daily, state-supported **Wolverine Service** round-trips on the Pontiac-Detroit-Ann Arbor-Chicago route. Amtrak also operates the daily, state-supported **Blue Water** (Port Huron-East Lansing-Chicago) and the **Pere Marquette** (Grand Rapids-Chicago) corridor services.

Amtrak owns the 97-mile track segment between Porter, Indiana, and Kalamazoo on the Chicago-Detroit route. This is the longest stretch of track that Amtrak owns outside of the Northeast Corridor.

During FY15 Amtrak served the following Michigan locations:

<u>City</u>	<u>Boardings + Alightings</u>
Albion	1,816
Ann Arbor	143,130
Bangor	3,895
Battle Creek	42,894
Birmingham*	934
Dearborn	76,537
Detroit	61,497
Dowagiac	4,474
Durand	13,577
East Lansing	65,355
Flint	32,197
Grand Rapids	44,249
Holland	36,994
Jackson	26,674

Kalamazoo	117,997
Lapeer	9,527
New Buffalo	21,911
Niles	19,095
Pontiac	15,876
Port Huron	23,979
Royal Oak	33,694
St. Joseph/Benton Harbor	11,976
Troy **	22,384
Total Michigan Station Usage:	830,662
	(down 3.8% from FY14)

* Service ended 10/13/14.

** Service began 10/14/14.

Procurement/Contracts

Amtrak spent \$14,932,093 on goods and services in Michigan in FY15. Much of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Kalamazoo	\$ 1,424,723
Madison Heights	\$ 5,511,124
Port Huron	\$ 2,029,523

Employment

At the end of FY15, Amtrak employed 240 Michigan residents. Total wages of Amtrak employees living in Michigan were \$19,211,178 during FY15.

PRIIA Section 209

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Michigan, by the deadline, and the services continued to run without interruption. All services in Michigan fall under the funding agreement.

Amtrak worked with the several Midwest state partners, Illinois, Michigan, Missouri, and Wisconsin, to bring complimentary AmtrakConnect Wi-Fi service to customers on all short-distance corridors in those states, in 2014.

Chicago-Detroit Improvements and Capital Projects

In summer 2011, the State of Michigan and Norfolk Southern (NS) came to agreement on terms of sale of the Dearborn-Kalamazoo portion of the **Wolverine** corridor. Michigan completed the purchase partially with \$150 million from the federal High Speed Intercity Passenger Rail Program. This track segment joins directly on the west with the Amtrak-owned Kalamazoo-Porter segment of the same corridor. The sale was completed on December 7, 2012; full transfer of ownership was completed in 2013.

Concurrently, the State received \$196.5 million to upgrade and engineer Dearborn-Kalamazoo improvements to bring track speeds to 110 mph throughout, improving safety, comfort, and travel times for passengers all along the **Wolverine** corridor. With improvements on the Amtrak-owned segment, over 200 miles of the corridor are under the control of Amtrak and Michigan DOT, with the aim of reducing travel times between Chicago and Detroit from 5 hours, 15 minutes, to under four hours. Amtrak, under contract to the state, took over maintenance functions of the Dearborn-Kalamazoo segment from Norfolk Southern on February 16, 2013. Construction on infrastructure improvements to increase track speeds began in September 2013. Planned upgrades include replacement of ties, rails, and switches, improvements to grade crossings, and extension of an advanced signal system (see below). The project is expected to be completed in 2016.

Amtrak, through a partnership with the Federal Railroad Administration and the State of Michigan, developed a radio-based train communication system, the Incremental Train Control System (ITCS). It currently is in high-speed, revenue service on 80 miles of Amtrak-owned track in Michigan, and prevents train-to-train collisions and train overspeed conditions, and protects track workers. ITCS is a form of Positive Train Control (PTC), an advanced signal system required by 2018 on most routes with passenger train service.

Facilities

In Niles and in Jackson, Amtrak operates engineering department branches that maintain the track segments between Porter and Dearborn that are owned by Amtrak and by Michigan. The segments are part of the Detroit-Chicago federally designated, high-speed rail corridor. Amtrak owns and maintains a 97-mile portion of this track for high-speed service and is using the railroad's expertise to implement high-speed operations on the state-owned Kalamazoo-Dearborn segment, as well.

Amtrak opened a new maintenance base in Jackson in 2013 to serve the state-owned Kalamazoo-Dearborn segment and will be performing infrastructure upgrades to bring track speeds up to 110 mph.

Station Improvements

- **Ann Arbor:** Amtrak and a design team from RLE International, a company based in Michigan, developed a prototype, retractable shuttle passenger platform to allow level boarding for all customers at rail stations. The prototype platform was installed at the Amtrak-owned Ann Arbor station and a testing period began on July 23, 2015. The platform is deployed using the train conductor's handheld device and employs sensors that protect train crews when not in use. If successful, Amtrak will work with funding partners and stakeholders to deploy at stations throughout the system.

- **Dearborn:** Amtrak began serving a new station on December 10, 2014. The John D. Dingell Transit Center was built by the City, with \$28.2 million in ARRA funds. It was a multimodal Amtrak and transit facility, near a retail district, the Henry Ford Museum at Greenfield Village. Amtrak provided consultation on development of the new facility, to ensure compliance with Amtrak design guidelines and ADA-compliance standards. The facility will accommodate planned Detroit-Ann Arbor commuter rail, and has connections with local transportation services and an overhead walkway to the popular museum complexes.
- **East Lansing/Lansing:** The Capital Area Transit Authority (CATA) in East Lansing, in partnership with Michigan State University, was the recipient of a \$6.28 million Federal Transit Authority (FTA) grant to construct a new intermodal station on the site of the current facility. The new station will continue to be served by local buses, intercity buses, and Amtrak's *Blue Water* service. The facility is substantially complete and will begin serving passengers in late 2015.
- **Grand Rapids:** Amtrak moved the terminus of the *Pere Marquette* from the southwest edge of downtown to the modern Central Station multimodal facility, several blocks closer to the heart of downtown, in late 2014. This move allows connections with intercity and local bus service (The Rapid) and provides an attractive, ADA-compliant facility for Amtrak customers.
- **Port Huron:** Amtrak has begun preliminary discussions with Michigan DOT, Port Huron Township, and Canadian National Railway regarding construction of a new station. The current one was built in 1979 and has become inadequate for current travel volumes, which includes many Canadian customer who cross the border to travel on Amtrak.
- **Troy:** The City received \$6.3 million in federal grants for relocation of the Birmingham station (serving both communities) to a joint, mixed-use development. Amtrak provided consultation on development of the new facility, to ensure compliance with Amtrak design guidelines and Americans with Disabilities Act standards. The new, intermodal station, which opened on October 14, 2014, includes suburban bus service.

AMTRAK ROUTES IN MICHIGAN

TRACK OWNERSHIP

- Amtrak
- UP
- BNSF
- CSX
- NS
- CP
- CN
- Other

Key Routes:

- Pere Marquette:** Grand Rapids to New Buffalo
- Blue Water:** Grand Rapids to Port Huron
- Wolverine:** Lansing to Detroit
- Other:** Various routes connecting major cities like Ann Arbor, Kalamazoo, and Flint.

--Amtrak Government Affairs, fall 2014